



Senate

General Assembly

File No. 477

January Session, 2013

Substitute Senate Bill No. 430

Senate, April 15, 2013

The Committee on Environment reported through SEN. MEYER of the 12th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING THE STATE FLEET AND MILEAGE, FUEL AND EMISSION STANDARDS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Subsections (a) to (c), inclusive, of section 4a-67d of the
2 general statutes are repealed and the following is substituted in lieu
3 thereof (*Effective July 1, 2013*):

4 (a) The fleet average for cars or light duty trucks purchased by the
5 state shall: (1) On and after [October 1, 2001, have a United States
6 Environmental Protection Agency estimated highway gasoline mileage
7 rating of at least thirty-five miles per gallon and on and after] January
8 1, [2003] 2016, have a United States Environmental Protection Agency
9 estimated highway gasoline mileage rating of at least forty miles per
10 gallon, (2) comply with the requirements set forth in 10 CFR 490
11 concerning the percentage of alternative-fueled vehicles required in the
12 state motor vehicle fleet, and (3) obtain the best achievable mileage per
13 pound of carbon dioxide emitted in its class. The alternative-fueled
14 vehicles purchased by the state to comply with said requirements shall

15 be capable of operating on natural gas or electricity or any other
16 system acceptable to the United States Department of Energy that
17 operates on fuel that is available in the state.

18 (b) Notwithstanding any other provisions of this section, (1) on and
19 after January 1, 2008: (A) At least fifty per cent of all cars and light
20 duty trucks purchased or leased by the state shall be alternative-fueled,
21 hybrid electric or plug-in electric vehicles, (B) all alternative-fueled
22 vehicles purchased or leased by the state shall be certified to the
23 California Air Resources Board's Low Emission Vehicle II Ultra Low
24 Emission Vehicle Standard, (C) all gasoline-powered light duty and
25 hybrid vehicles purchased or leased by the state shall, at a minimum,
26 be certified to the California Air Resource Board's Low Emission
27 Vehicle II Ultra Low Emission Vehicle Standard, and (2) on and after
28 January 1, [2012] 2016, one hundred per cent of such cars and light
29 duty trucks shall be alternative-fueled, hybrid electric or plug-in
30 electric vehicles. If the Commissioner of Administrative Services
31 determines that the vehicles required by the provisions of this
32 subsection are not available for purchase or lease, the Commissioner of
33 Administrative Services shall include an explanation of such
34 determination in the annual report described in subsection (f) of this
35 section.

36 (c) The provisions of subsections (a) and (b) of this section shall not
37 apply to any [vehicle of the Department of Emergency Services and
38 Public Protection that the Commissioner of Emergency Services and
39 Public Protection designates as necessary for the Department of
40 Emergency Services and Public Protection to carry out its mission] law
41 enforcement or emergency response vehicle, provided the
42 Commissioner of Administrative Services approves of such
43 [designation] exemption and, in consultation with the Commissioner
44 of Emergency Services and Public Protection, provides an explanation
45 of why the provisions of subsections (a) and (b) of this section should
46 not apply to such vehicles.

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 14 \$	FY 15 \$
Dept. of Administrative Services	GF - Cost	Potential Significant	Potential Significant

Municipal Impact: None

Explanation

The bill makes various changes to the mileage, fuel and emissions standards imposed upon the state fleet, including exempting all law enforcement and emergency response vehicles. Currently, the state fleet does not meet existing fuel standards.

The cost for the state fleet to meet the current mileage, fuel and emissions standards is significant. However, it is anticipated that these costs will be phased in over several years as the state turns over older fleet vehicles with new vehicles which meet these standards. If the state decides to not meet these fuel standards, or selectively meets these standards, the fiscal impact would be mitigated.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

OLR Bill Analysis**sSB 430*****AN ACT CONCERNING THE STATE FLEET AND MILEAGE, FUEL AND EMISSION STANDARDS.*****SUMMARY:**

This bill extends, from January 1, 2003 to January 1, 2016, the deadline by which the state fleet of cars and light duty trucks, which the Department of Administrative Services (DAS) maintains, must have an average estimated highway gas mileage rating of at least 40 miles per gallon.

It also extends, from January 1, 2012 to January 1, 2016, the deadline by which all state cars and light duty trucks must be alternatively fueled, hybrid electric, or plug-in electric.

With DAS authorization, the bill exempts all law enforcement and emergency response vehicles, not only those belonging to the Department of Emergency Services and Public Protection, from state fleet fuel efficiency requirements. The bill does not define emergency response vehicles.

EFFECTIVE DATE: July 1, 2013

BACKGROUND

The law, unchanged by the bill, still requires that:

1. the cars and light duty trucks in the state fleet obtain the best achievable mileage per pound of carbon dioxide emitted in their class;
2. at least half be alternative-fueled, hybrid electric, or plug-in electric vehicles;

3. all alternative-fueled vehicles purchased or leased be certified to the California Air Resources Board (CARB) Low Emission Vehicle (LEV) II Ultra Low Emission Vehicle standard; and
4. all gasoline-powered light-duty and hybrid vehicles purchased or leased be certified at least to CARB's LEV II Ultra Low Emission Vehicle standard.

In addition, the state fleet must meet federal requirements for the proportion of vehicles that run on alternative fuel. Under the federal Energy Policy Act, at least 75% of vehicles bought by the state (with certain exceptions) must be alternative-fueled vehicles. (These include electric vehicles and vehicles capable of operating on ethanol, among others.)

COMMITTEE ACTION

Government Administration and Elections Committee

Joint Favorable Substitute Change of Reference
Yea 13 Nay 0 (03/04/2013)

Environment Committee

Joint Favorable
Yea 27 Nay 1 (03/25/2013)